



City of Santa Barbara California

STAFF HEARING OFFICER STAFF REPORT

REPORT DATE: April 21, 2016
AGENDA DATE: April 27, 2016
PROJECT ADDRESS: 711 North Milpas Street (MST2015-00561)
TO: Susan Reardon, Senior Planner, Staff Hearing Officer
FROM: Planning Division, (805) 564-5470, extension 4549
 Beatriz Gularte, Senior Planner *BEG*
 Andrew Bermond, AICP, Project Planner *ARB*

I. PROJECT DESCRIPTION

The proposed project would construct a new four-story 80,309 square foot mixed-use development under the Average Unit-Size Density (AUD) Incentive Program on 1.54 acres at the corner of Milpas and Ortega Streets. Two existing 665-square foot residential units and 26,927 square feet of existing commercial retail and warehouse space would be demolished. A total of 6,656 square feet of commercial floor area subject to the Non-Residential Growth Management Program (GMP) is proposed as well as 51,065 square feet of residential use for in 73 units. The unit mix would consist of 32 two-bedroom, two-bath units; 32 one-bedroom, one-bath units; and 9 two-bedroom, one-bath units. A total of 100 parking spaces and 15 bicycle parking spaces would be required under the Zoning Ordinance, 94 parking spaces and 77 bicycle parking spaces are proposed.

The discretionary application required for this project are:

1. Parking Modification to provide 94 parking spaces out of the required 100 parking spaces (SBMC §28.90.100 and SBMC §28.92.110); and
2. Front Setback Modification to allow 14 uncovered parking spaces to be located in the required five-foot variable front setback on Ortega Street (SBMC § 28.20.070 and SBMC § 28.92.110).

Date Application Accepted: March 23, 2016

Date Action Required: July 21, 2016

II. RECOMMENDATION

Staff recommends that the Staff Hearing Officer approve the project, subject to conditions.

III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Lisa Plowman, RRM Design Group		
Property Owner:	Robert Bleecker, 711 Milpas Street, LLC		
Site Information			
Parcel Numbers:	031-121-011 031-121-014 031-121-016 031-121-017 031-121-019 031-121-021 031-121-022 031-121-024	Lot Area:	0.08 acres 0.44 0.16 0.11 0.15 0.44 0.04 <u>0.10</u> 1.52 acres
General Plan:	Commercial/ High Residential (28-36 du/acre)	Zoning:	C-2/Priority Housing Overlay (37-63 du/acre)
Existing Use:	Commercial (retail/warehouse) and residential	Topography:	4%
Adjacent Land Uses			
North – Commercial		East – Commercial	
South – Santa Barbara Junior High School/Commercial			
West – Santa Barbara Junior High School			

IV. DISCUSSION

The AUD Incentive Program requires one parking space per dwelling unit. The proposed project would construct 73 dwelling units with a corresponding requirement of 73 parking spaces. The project proposes to construct 73 residential parking spaces consistent with the AUD Incentive Program.

The Zoning Ordinance requires one automobile parking space per 250 square feet of commercial development. The proposed 6,656 square feet of retail development would be required to provide 27 automobile parking spaces. However, the applicant proposes to provide 21 parking spaces for the commercial component, necessitating a request for a parking modification.

The applicant has submitted a parking demand study demonstrating that 2.5 parking spaces per 1,000 square feet (i.e. 1 space per 400 square feet) are required to satisfy peak demand at the existing commercial operation at the project site (Capitol Hardware). The study also surveyed six other commercial uses on Milpas finding an average peak demand of 1.86 parking spaces per 1,000 square feet (i.e. 1 space per 540 square feet). Transportation staff reviewed the parking demand study and was not supportive of the average parking demand rate being applied to the project. Staff does support a commercial rate of 3 spaces per 1,000 square feet (i.e. 1 space per 333 square feet), based on data provided in Institute of Transportation Engineer (ITE) studies for

certain retail uses. Staff therefore is supportive of the proposed 21 commercial parking spaces (i.e. 1 space per 317 square feet).

Fourteen of the proposed commercial parking spaces would be located in the five foot variable front setback on Ortega Street. Of those 13 would be head-in, 90 degree parking which would be accessed from Ortega Street, and one would be in the rear parking lot in the southwest corner of the project site. Commercial parking is not permitted to back out to a public street per SBMC §28.90.045.A.1, unless a waiver is granted by staff. Staff supports vehicle backing to the street in this location due to the dead-end nature of the street and because the parking area would function and appear more like a parking lot than a public street. Commercial parking would be available for public and resident use outside of business hours.

This project was conceptually reviewed by the Architectural Board of Review (ABR) on February 1, 2016, and by the Planning Commission on April 14, 2016. The ABR found the proposed design of head-in parking on Ortega Street would be compatible with the community character. The Planning Commission found the requested parking and front setback modifications were appropriate for the project site and were compatible with the neighborhood.

The General Plan allows for a mixed use commercial project including high density residential at this site. The General Plan Environmental Impact Report (EIR) assessed the impacts of General Plan build-out Citywide. The project is being developed with less commercial square footage than currently exists, and adding rental units to the housing stock, consistent with the General Plan assumptions for this location. Transportation Planning Staff reviewed the project with the City's traffic model trip generation rates and concluded the project would generate approximately 100 A.M. peak hour trips and 111 P.M. peak hour trips. The existing uses on-site generate approximately 84 A.M. peak hour trips and 97 P.M. peak hour trips. Therefore, the net new trips generated by the project would be 16 A.M. peak hour trips and 14 P.M. peak hour trips. Distribution of these trips to the street network would not result in an increase in one percent or more of the intersection capacity at any of the identified future 2030 anticipated impacted intersections. Therefore, the proposal would not constitute a project specific traffic impact.

The project proposes several changes to the public right-of-way, including 90 degree head in parking on Ortega Street with private parking on the north and public parking on the south, narrowing and creating a driveway-type entrance from Milpas Street to Ortega Street, and widening the sidewalk corridor on Milpas Street in order to be consistent with the Pedestrian Master Plan. The proposed project would construct 11 new public perpendicular parking spaces on the south side of Ortega Street. This would replace the 10 existing on-street parallel parking places currently available on Ortega Street.

V. **FINDINGS AND CONDITIONS**

The Staff Hearing Officer finds:

1. The project qualifies for an exemption from further environmental review under the California Environmental Quality Act Guidelines Section 15183, "Projects Consistent with a Community Plan or Zoning," based on the CEQA certificate of determination on file for this project.
2. The Parking Modification to reduce the commercial parking is consistent with the purposes and intent of the Zoning Ordinance subject to the conditions below. The Modification of commercial parking will not cause an increase in demand for parking space in the immediate area, because the commercial parking demand for the project is lower than the Zoning Ordinance requirement.
3. That the Front Setback Modification is consistent with the purposes and intent of the Zoning Ordinance and will not cause an impact on Ortega Street or adjacent properties because Ortega Street would be reconstructed to give the visual impression of a parking lot on this block while still providing access for adjacent properties including Santa Barbara Junior High School.

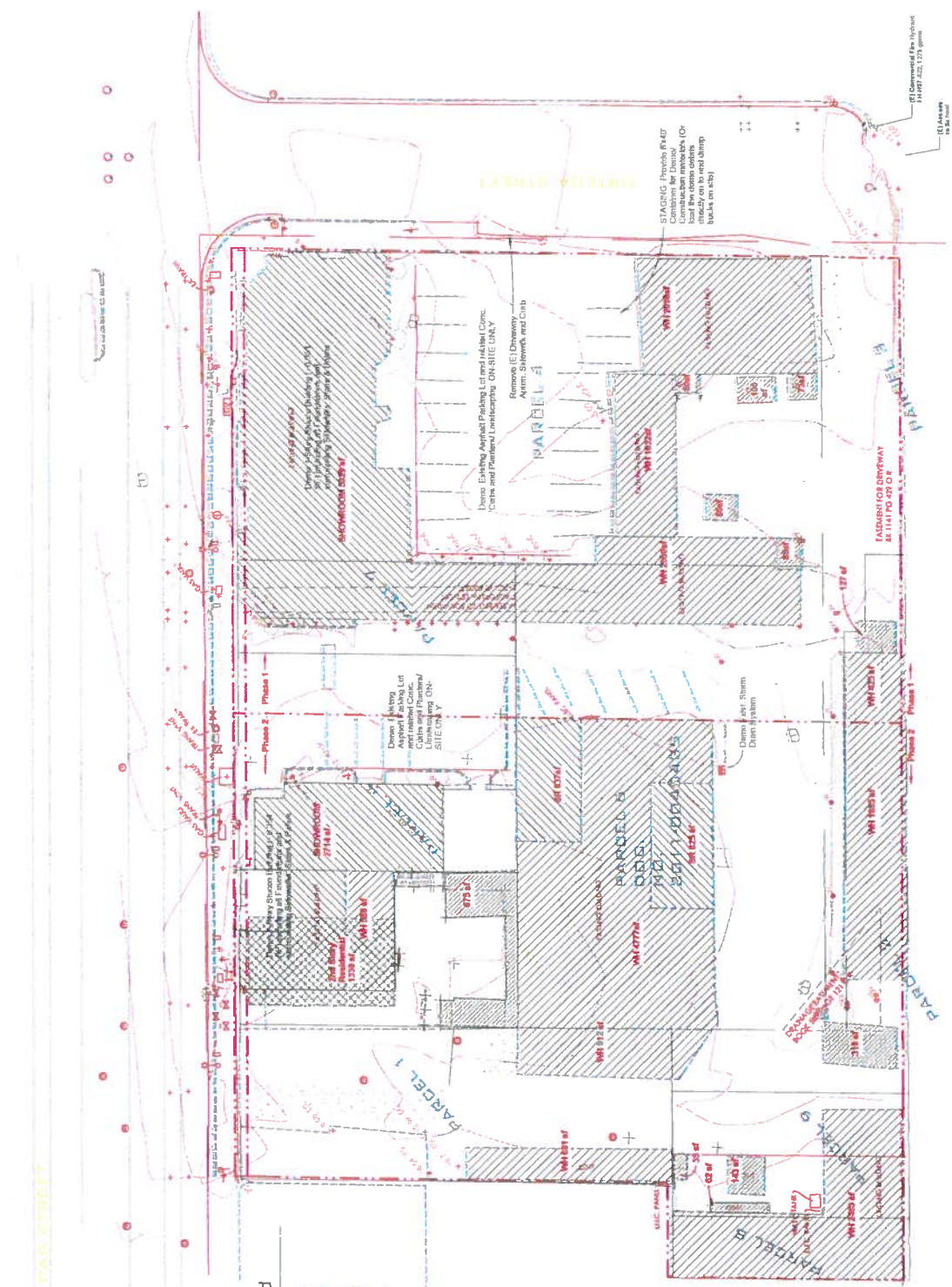
Conditions:

1. Use of the commercial parking spaces for the project may be restricted to commercial use during business hours only.
2. Due to potential parking impacts, uses other than commercial retail are not permitted without City review and approval. Prior to initiating a change of use, or an intensification of commercial use, the Owner shall submit a letter to the Community Development Director detailing the proposal, and the Director shall determine the appropriate review procedure and notify the Owner.

Exhibits:

- A. Site Plan
- B. Applicant's letter, dated March 22, 2016
- C. ABR Minutes of February 1, 2016
- D. Planning Commission Draft Minutes of April 14, 2016
- E. Parking Demand Study dated July 14, 2015

Contact/Case Planner: Andrew Bermond, AICP, Project Planner
(ABermond@SantaBarbaraCA.gov)
630 Garden Street, Santa Barbara, CA 93101
Phone: (805) 564-5470 x4549



Existing Building Areas Demo Plan Legend

Building Type	Area (sq ft)	Notes
Warehouse	6,879 sf	
Warehouse	4,065 sf	
Warehouse	10,970 sf	
Warehouse	1,330 sf	
Warehouse	11,071 sf	
Warehouse	568 sf	
Warehouse	8,000 sf	
Warehouse	20,751 sf	
Warehouse	20,751 sf	

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Demo Plan
1/10" = 1'-0"

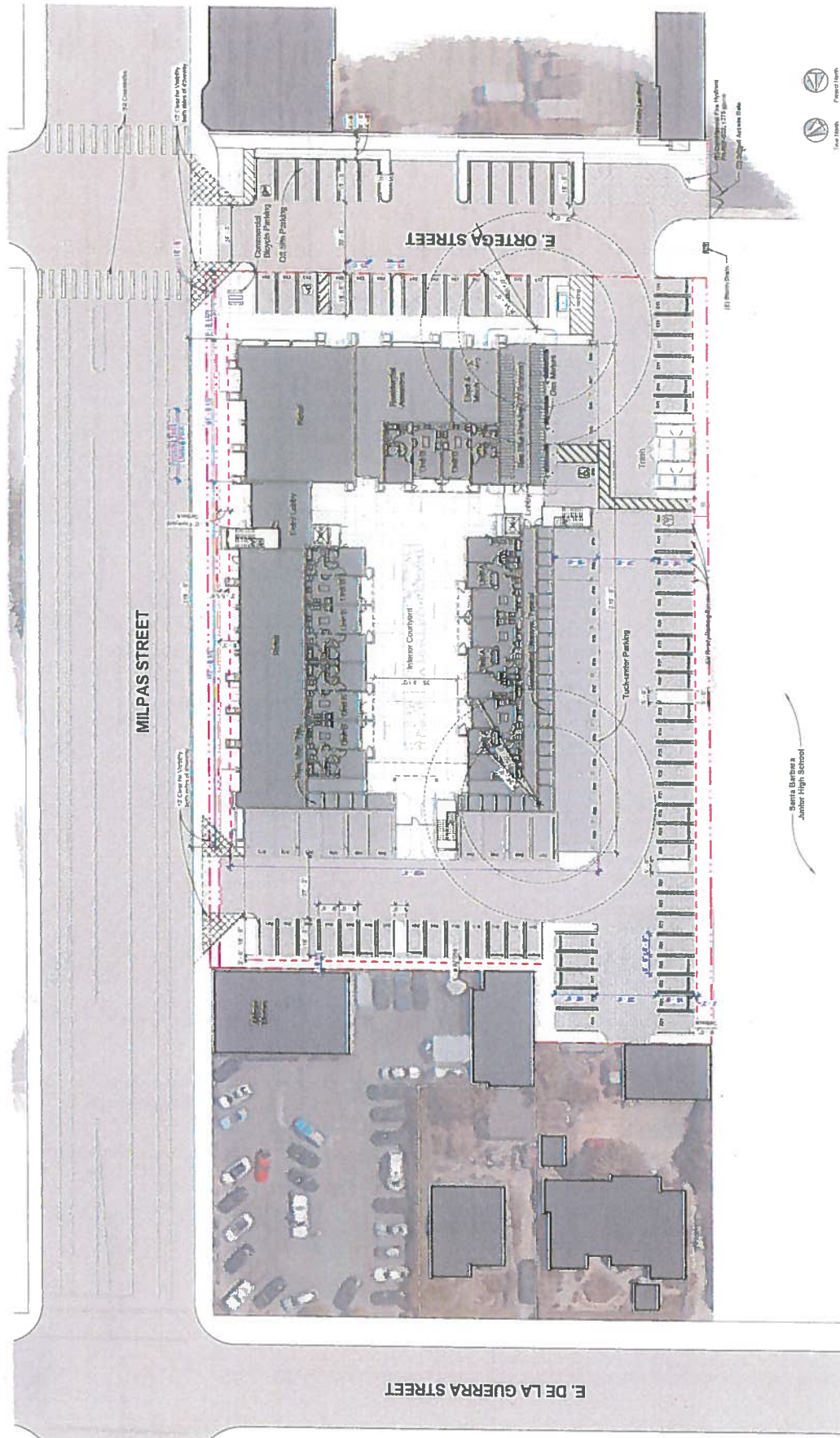


101 E. Figueroa St., Suite 1
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Milpas Mixed-Use Development Milpas & Ortega Streets, Santa Barbara, CA

Demo Plan

A2
03/22/2016



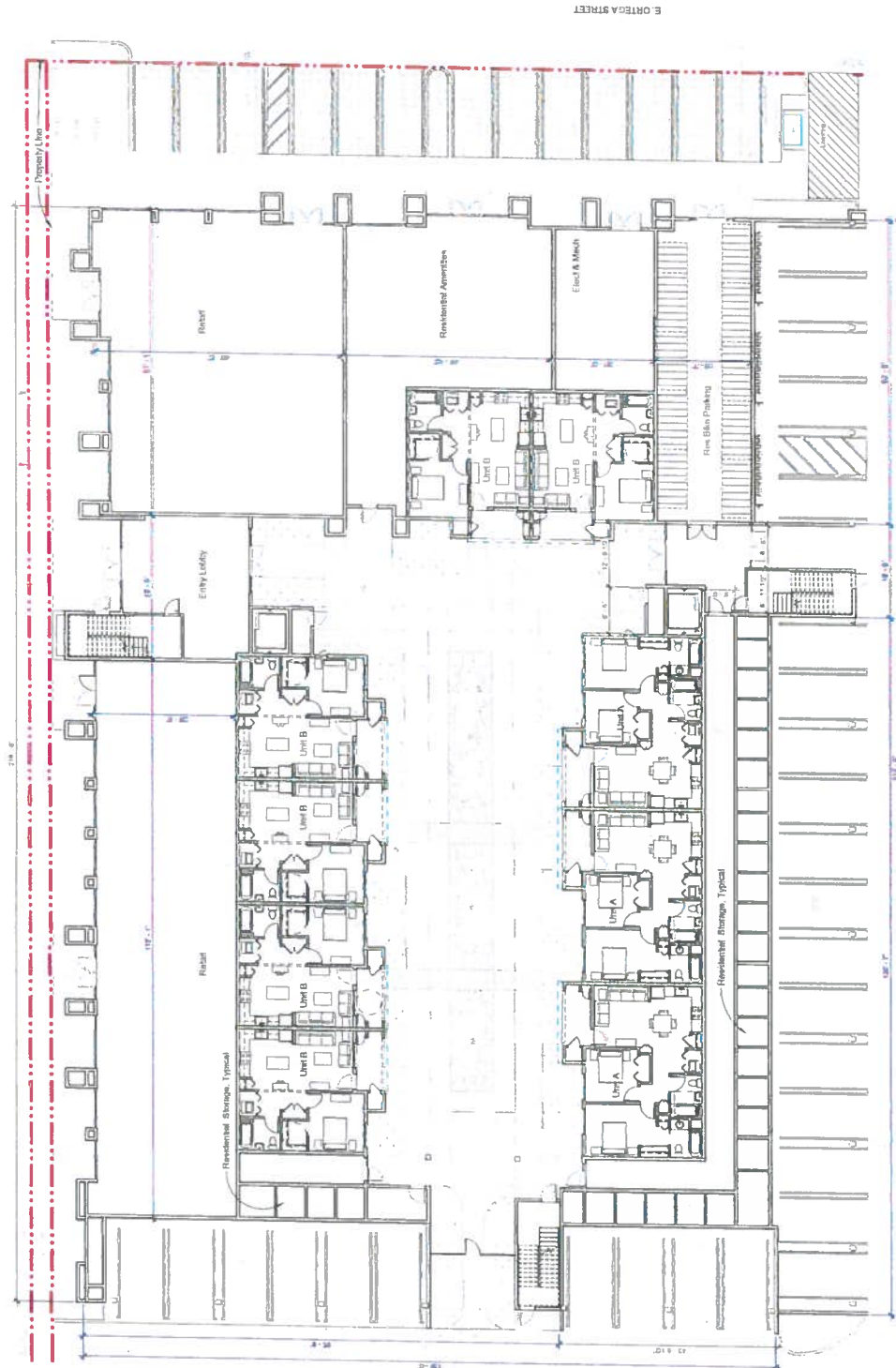
Proposed Site Plan
1" = 20' ±

1017 Figueroa St., Suite 1
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Milpas Mixed-Use Development Milpas & Ortega Streets, Santa Barbara, CA

Site Plan



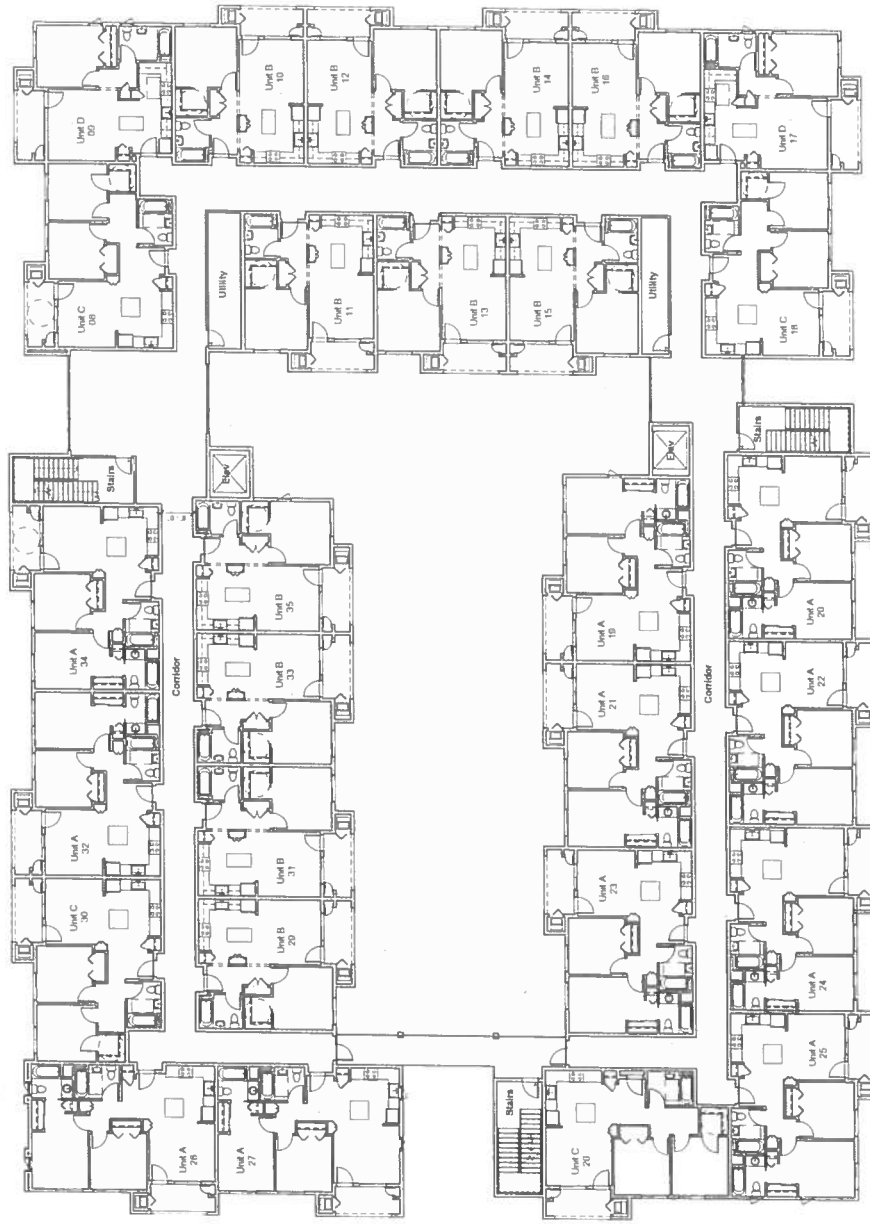
Ground Level Floor Plan
 3/17/16

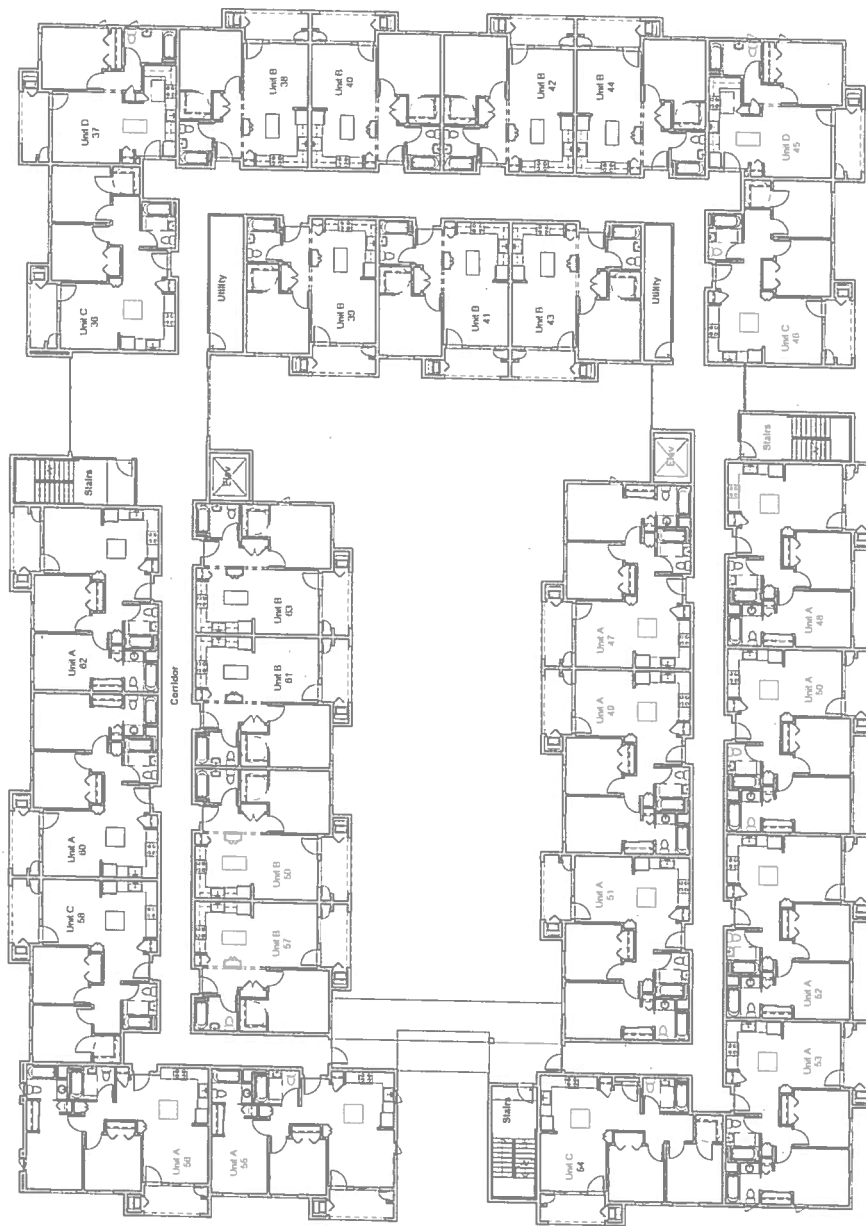


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Milpas Mixed-Use Development
 Milpas & Ortega Streets, Santa Barbara, CA

Level 1 Floor Plan





Level 3 Floor Plan
3/2" = 1'-0"

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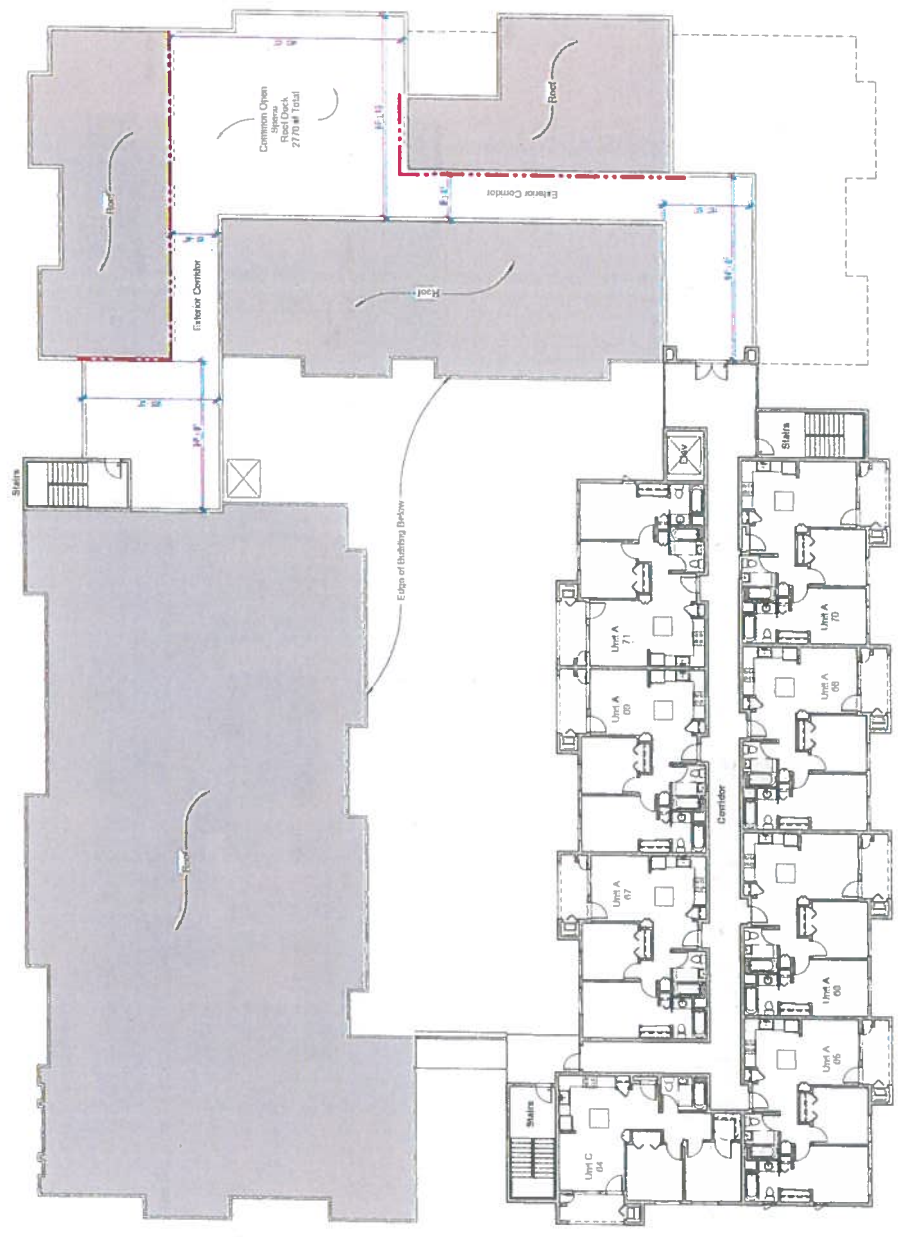


Milpas Mixed-Use Development
Milpas & Ortega Streets, Santa Barbara, CA

Level 3 Floor Plan

A6

03/22/2016



① Level 4 Floor Plan
 3/12" = 1'-0"



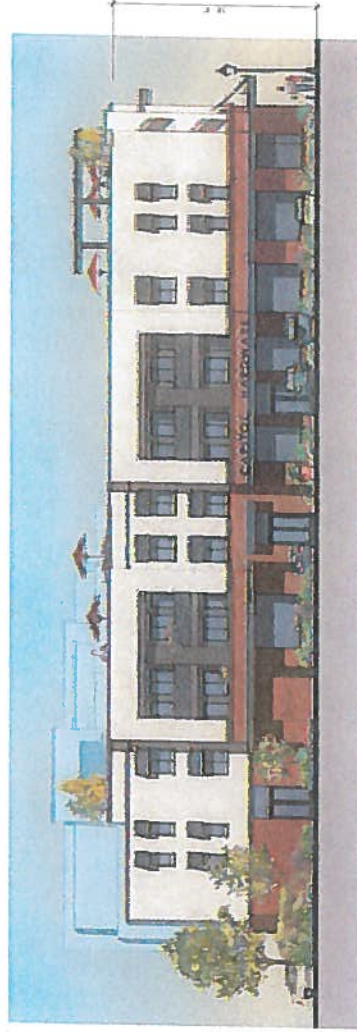
137 E. Figueroa St., Suite 1
 Santa Barbara, CA 93101
 Tel: 805.961.8281 Fax: 805.961.8184
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Level 4 Floor Plan



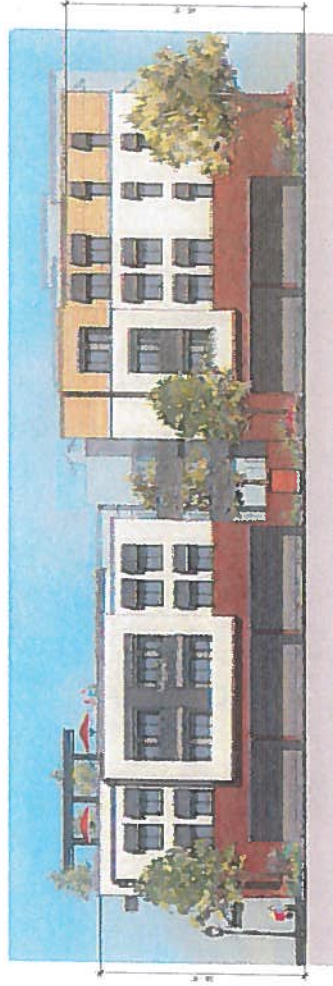
Front Elevation
30'0" = 1"



Left Elevation
30'0" = 1"



Rear Elevation
3/32" = 1'-0"



Right Elevation
3/32" = 1'-0"

10 E. Leganeta St., Suite 2
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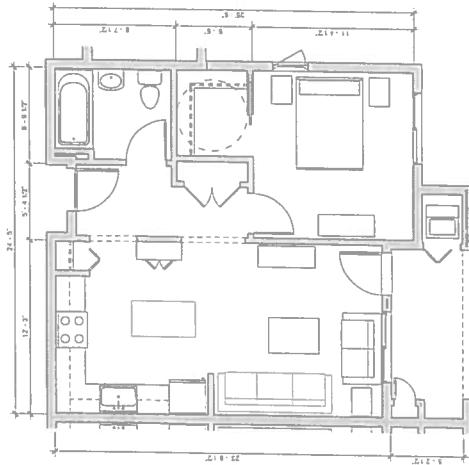


Milpas Mixed-Use Development Milpas & Ortega Streets, Santa Barbara, CA

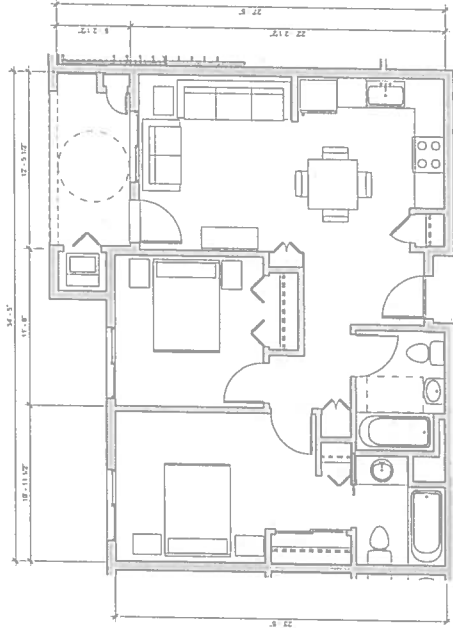
Exterior Elevations

A9

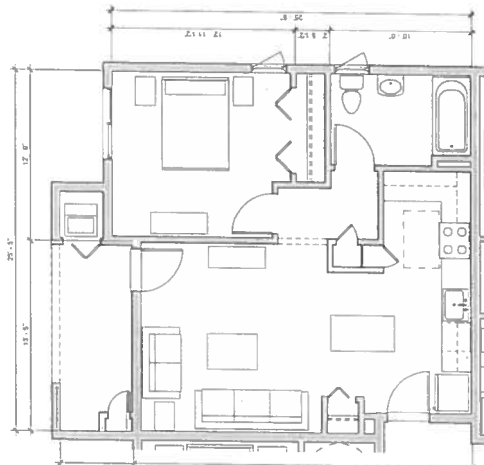
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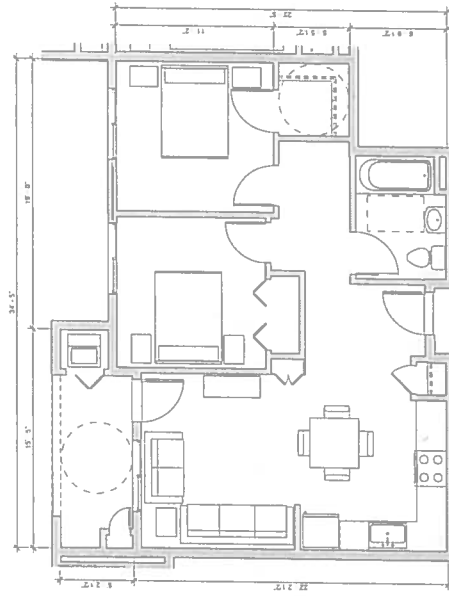
Unit B - 1 Bedroom 1 Bath
1/4" = 1'-0"



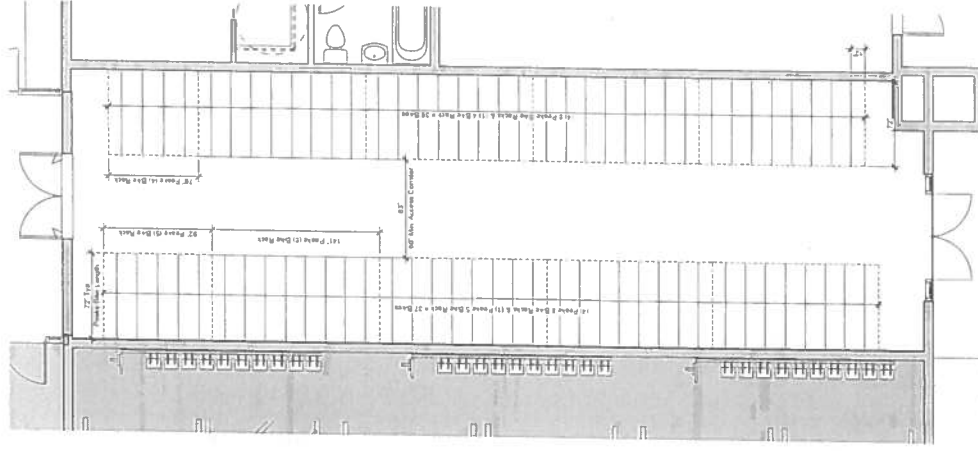
Unit A - 2 Bedroom 2 Bath
1/4" = 1'-0"



Unit D - 1 Bedroom 1 Bath Corner
1/4" = 1'-0"



Unit C - 2 Bedroom 1 Bath
1/4" = 1'-0"



Bike Storage Room
1/4" = 1'-0"



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Milpas Mixed-Use Development
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Typical Unit Plans

A10

03/22/2016

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COUNTRY (OF DANIA BARNARD), STATE OF CALIFORNIA

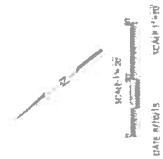
THE INFORMATION DISCLOSURE ACT WAS ENACTED IN 1996.

VIRGINIA NATIONAL THEATRE produces its season of plays on the City of Atlanta's downtown stage at Reflections Theatre Center. It has selected a play by one of the best playwrights of our time.

THE BANK OF CALIFORNIA FOR THE YEAR ENDING 1913. OF SANTA BARBARA
HONORABLE CLARENCE H. FLETCHER, ATTORNEY AT LAW, 1014 A AND 1015 B
GEO. B. ARNOLD, CLERK OF THE COURT AND REGISTRAR IN THE RECORDS OF SUMMER RECORDS
RECORDS, 1014 A AND 1015 B OF THE

THEY WILL HAVE TO BE KEPT IN THE DARK FOR THE TIME BEING.

NAME	DATE	TIME	LOCATION	REMARKS
JOHN DOE	10/10/2023	10:00	Room 101	Completed assignment
JANE SMITH	10/10/2023	10:00	Room 101	Completed assignment
ALICE BROWN	10/10/2023	10:00	Room 101	Completed assignment
BOB GREEN	10/10/2023	10:00	Room 101	Completed assignment
CHARLIE BLACK	10/10/2023	10:00	Room 101	Completed assignment
DAVID WHITE	10/10/2023	10:00	Room 101	Completed assignment
EVE YELLOW	10/10/2023	10:00	Room 101	Completed assignment
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JANE BLUE	10/10/2023	10:00	Room 101	Completed assignment
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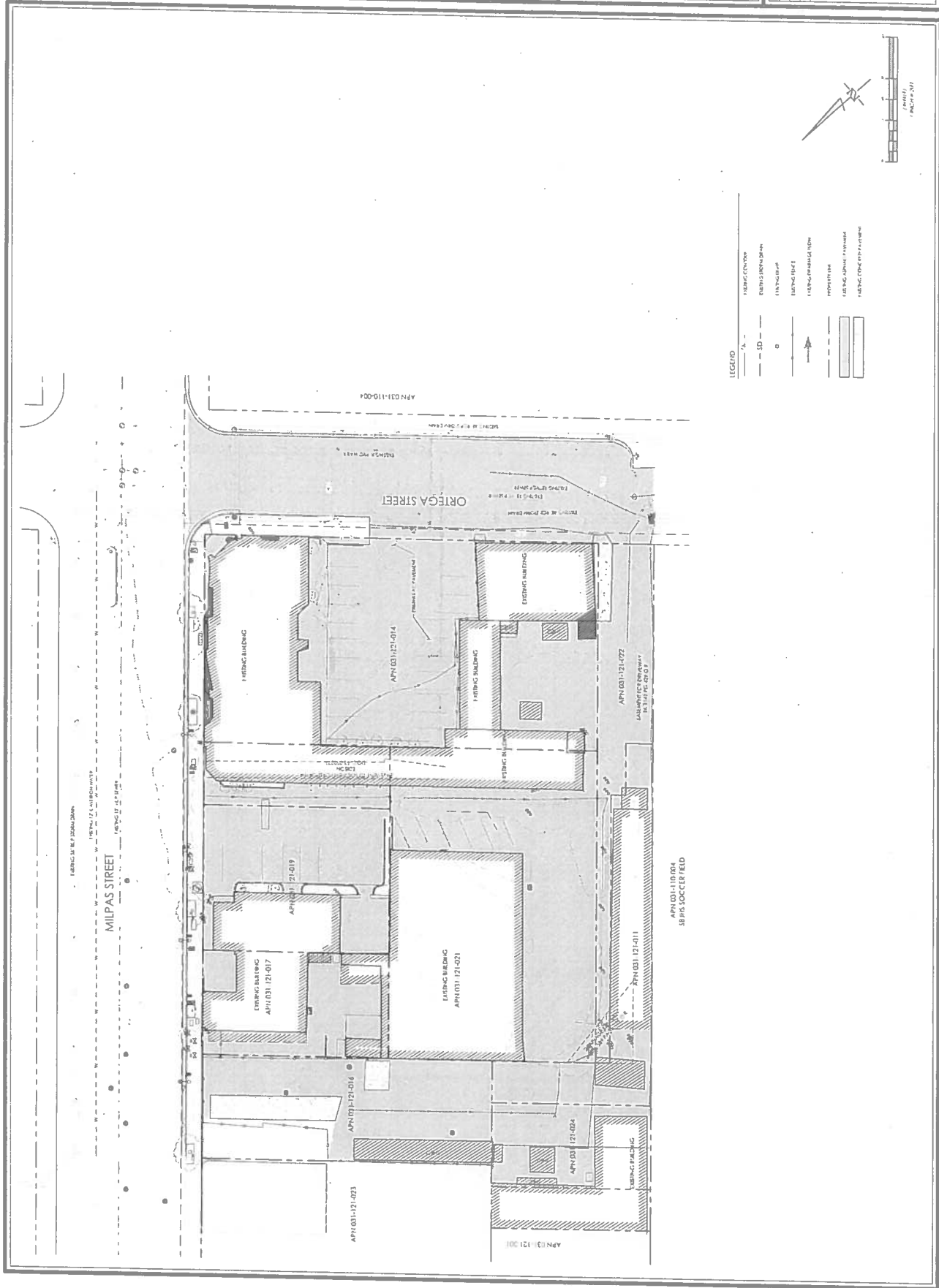


JOHN W. L. 1815-1870

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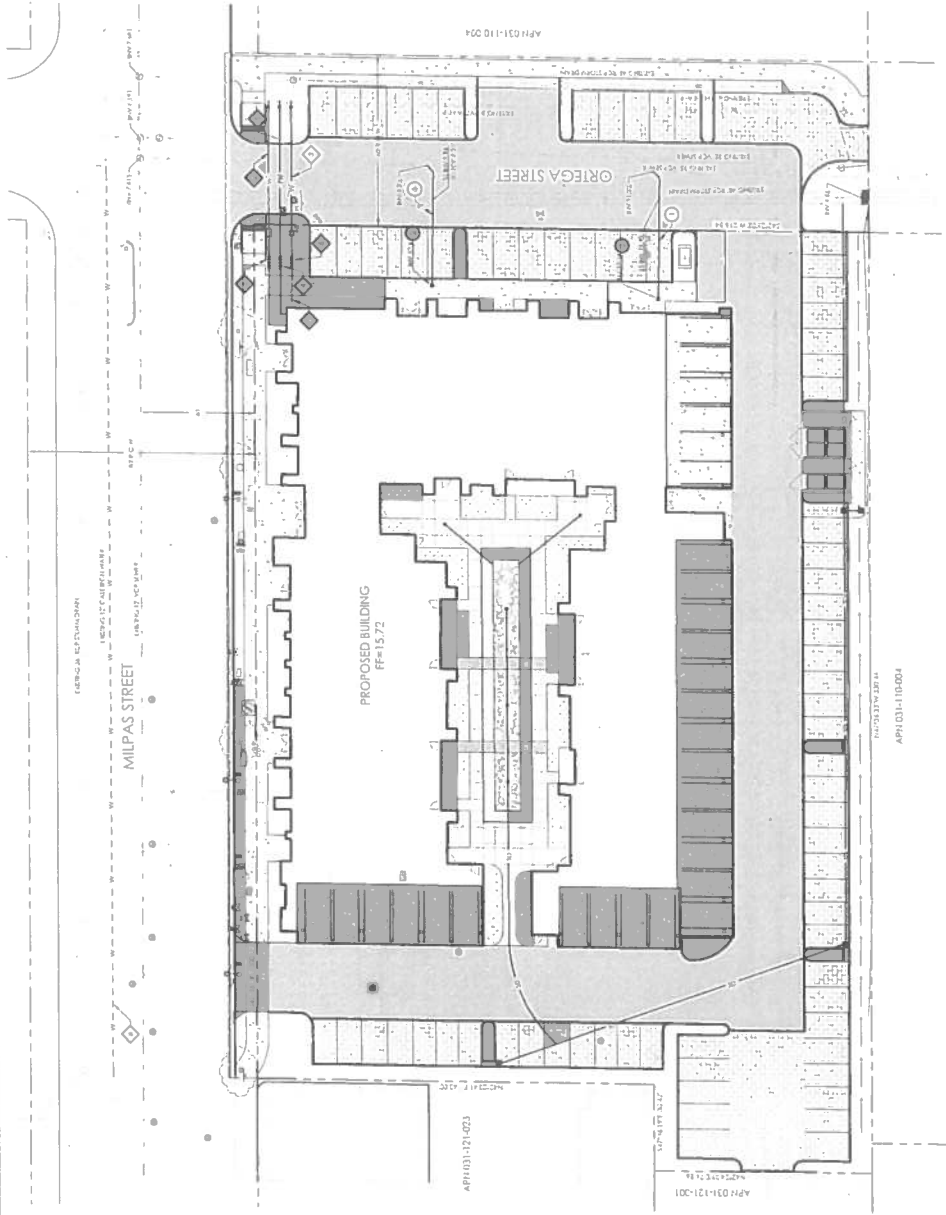
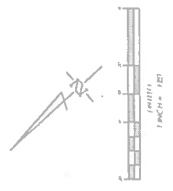


WWW.NASCAR.COM/2011
 BRANCO.COM/BRANCO



MILPAS MIXED-USE
711 N MILPAS STREET

REF	1013128	1013128	1013128
DATE	10/13/28	10/13/28	10/13/28
TIME	10:13:28	10:13:28	10:13:28
LOCATION	1013128	1013128	1013128
DESCRIPTION	1013128	1013128	1013128
UNIT	1013128	1013128	1013128
QUANTITY	1013128	1013128	1013128
PRICE	1013128	1013128	1013128
TOTAL	1013128	1013128	1013128
TAXES	1013128	1013128	1013128
DISCOUNTS	1013128	1013128	1013128
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BALANCE	1013128	1013128	1013128
REMARKS	1013128	1013128	1013128
RECEIVED	1013128	1013128	1013128
SIGNATURE	1013128	1013128	1013128
DATE	1013128	1013128	1013128



GENERAL NOTES

1. ALL BUILDING BACKGROUND INFORMATION SHOULD BE CAREFULLY CHECKED AGAINST AVAILABLE SOURCES. ACCURACY OF HISTORICAL AND VISUAL INFORMATION SHALL NOT BE THE CONCERN OF HISTORICAL AND VISUAL INFORMATION.
2. CONTRACTOR SHALL VERIFY ALL BUILDING INFORMATION FROM THE CONSTRUCTION RECORD.
3. WALLPAPER SHALL BE CORRELATED WITH A MEMORANDUM (CONPLAN-133) CHANGES IN THE BUILDING.
4. SEE CHAPTER 10 FOR THE APPLICABLE STANDARDS FOR CONSTRUCTION.

WATER CONSTRUCTION NOTES

1. **PROBLEM 1:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
2. **PROBLEM 2:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
3. **PROBLEM 3:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
4. **PROBLEM 4:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
5. **PROBLEM 5:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
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8. **PROBLEM 8:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
9. **PROBLEM 9:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.
10. **PROBLEM 10:** Let T be the set of all $n \times n$ matrices over \mathbb{R} . Let $A \in T$ be a matrix such that $A^2 = I$. Prove that A is invertible and find its inverse.

SANITARY SEWER CONSTRUCTION NOTES

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MILPAS MIXED-USE
711 N MILPAS STREET
PRELIMINARY
GRADING & DRAINAGE PLAN

[illegible]

GENERAL NOTES:

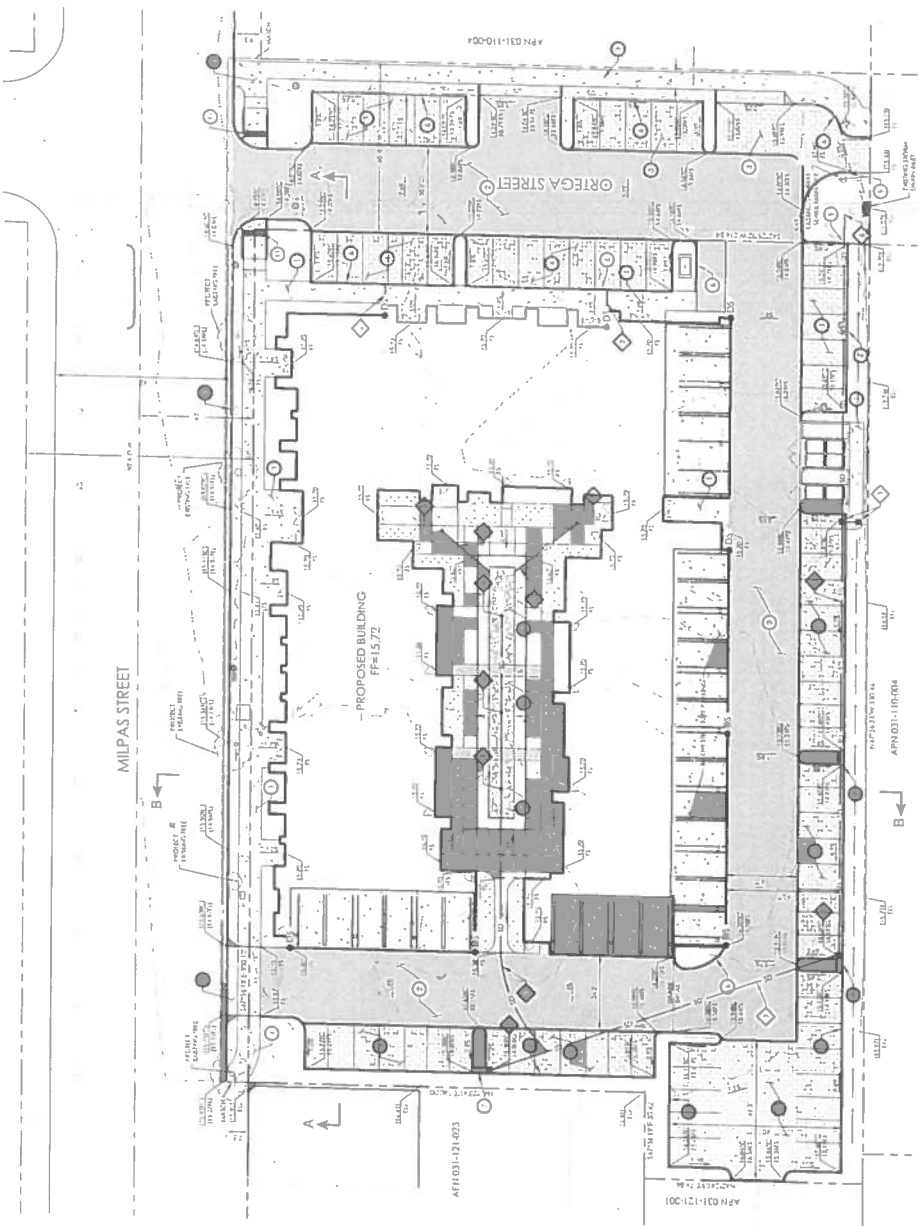
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EARTH QUANTITIES

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THESE RESULTS HAVE IMPLICATIONS FOR THE DESIGN OF AEROSOL DELIVERY DEVICES. THE PRESENT STUDY HAS SHOWN THAT THE INHERENT RESISTANCE OF THE LUNG TO AIRWAY FLOW CAN BE A MAJOR FACTOR IN THE DESIGN OF AEROSOL DELIVERY DEVICES. THE INHERENT RESISTANCE OF THE LUNG TO AIRWAY FLOW CAN BE A MAJOR FACTOR IN THE DESIGN OF AEROSOL DELIVERY DEVICES. THE INHERENT RESISTANCE OF THE LUNG TO AIRWAY FLOW CAN BE A MAJOR FACTOR IN THE DESIGN OF AEROSOL DELIVERY DEVICES.



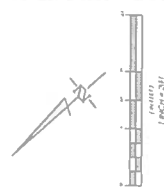
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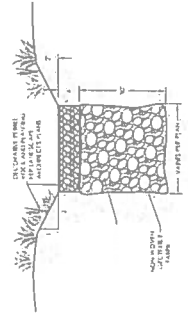
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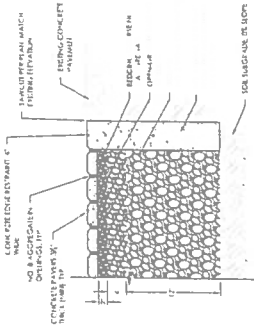
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MILPAS MIXED-USE
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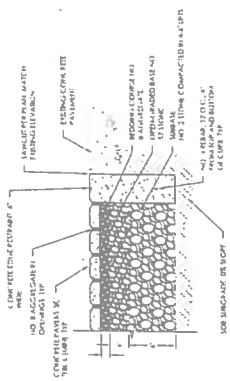
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C WIPERATION TRENCH CROSS SECTION



B PERMEABLE PAVING CROSS SECTION



A PERMANENT PAVING CROSS SECTION



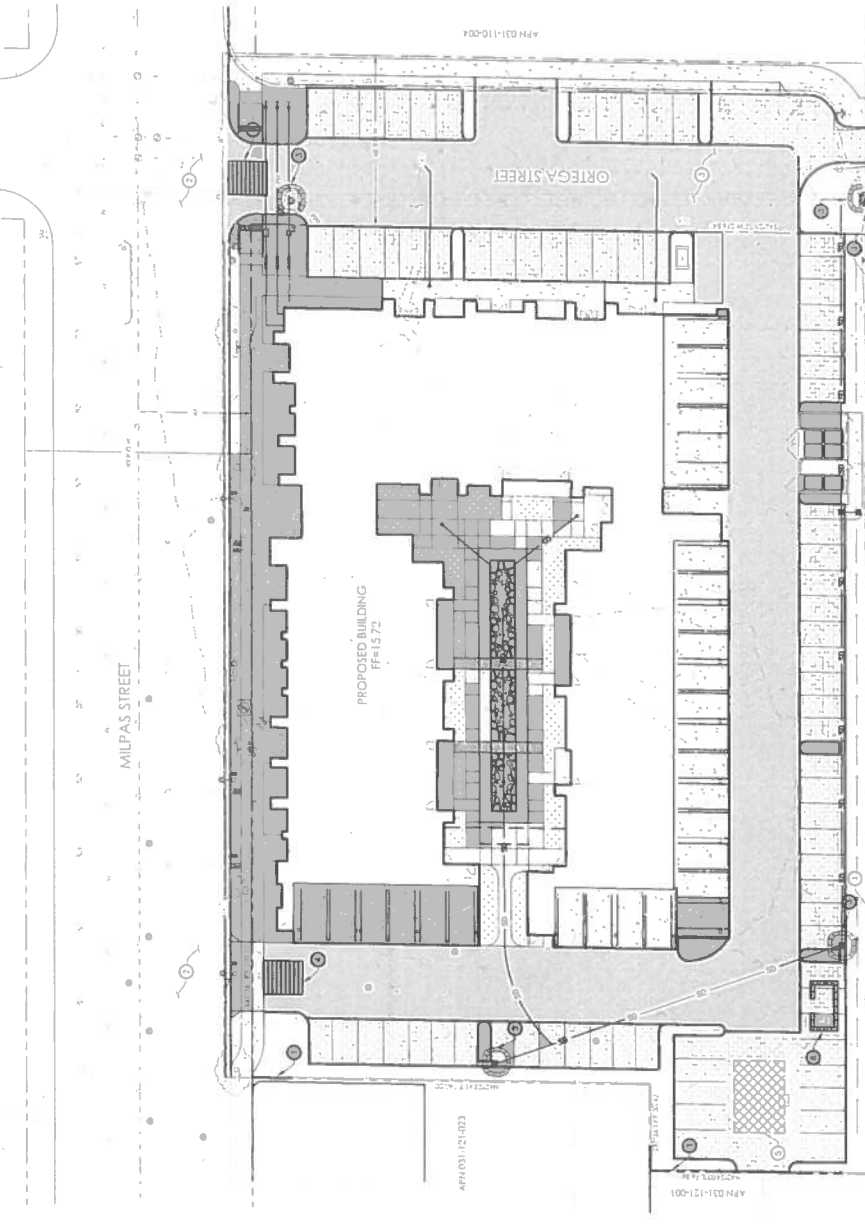
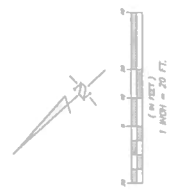
PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
License No. 1013128
Date 10/13/28

rrm design group

MILPAS MIXED-USE
711 N MILPAS STREET
PRELIMINARY EROSION AND
SEDIMENT CONTROL

DATE	10/13/28
PROJECT	MILPAS MIXED-USE
LOCATION	711 N MILPAS STREET
CLIENT	RRM DESIGN GROUP
SCALE	AS SHOWN
DATE	10/13/28
BY	1013128
CHK	C-5.0

- SWPPP CONTROL SHIPS
- | SHIP | NAME |
|------|---------------------------------------|
| 1 | SE-1 SETBACK |
| 2 | SE-2 SETBACKING & VERTICALLY |
| 3 | SE-3 STORMWATER PROTECTION |
| 4 | SE-4 STABILIZED CONSTRUCTION ENTRANCE |
| 5 | SE-5 MATERIAL STORAGE & STORAGE AREA |
| 6 | SE-6 CONSTRUCTION WASTE MANAGEMENT |



SITE SPECIFIC EROSION CONTROL NOTES

1. THE EROSION CONTROL MEASURES SHOWN ON THIS PLAN ARE TO BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
2. THE EROSION CONTROL MEASURES SHOWN ON THIS PLAN ARE TO BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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CONSTRUCTION NOTES

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The irrigation system will utilize the following methods:

- Drip and bubbler irrigation will be used to apply water accurately to the plant root zones of a rain that it can infiltrate to improve irrigation efficiency.
- New, minimal leach depths will be used where needed to apply water uniformly and slowly.
- Over-irrigation and over-aeration will be minimized and matched precipitation rate nozzles will be used within each control valve and circuit.
- A weather-based, self-adjusting irrigation control will be used that allows the user to adjust the irrigation system to be controlled by a time clock with the ability to adjust uniformity by data collected from rain and ET sensors.
- The watering schedule will be based upon plant needs, soil type, slope, and season. Irrigation will be scheduled to avoid watering during rain and freeze events.



March 22, 2016

Mr. Andrew Bermond
Community Development Department
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

**RE: 711 North Milpas Street: Assessor's Parcel Numbers 031-184-011, -014,
-016, -017, -019, -021, and -024**

Dear Mr. Bermond,

On behalf of Alan Bleecker, RRM Design Group is submitting this application package for a mixed-use development consisting of commercial retail space and rental units located at 711 North Milpas Street. The applicant is seeking a modification to the existing parking requirements for commercial uses.

EXISTING SETTING

The 1.54-acre project site is located northeast of downtown, at the northwest corner of the Milpas Street and Ortega Street intersection. The project site is currently developed with retail and warehouse spaces, including: Capital Hardware Store (711 North Milpas Street), two apartments and accessory structures, and Flores Hardware & Lighting (717 North Milpas Street) and accessory structures, totaling approximately 26,975 sf. The project site abuts the Santa Barbara Junior High School property to the south and commercial uses to the north, east, and west.

The project site is generally level. The majority of the site is developed with buildings associated with the existing retail and warehouse uses, and paved parking areas with minimal pervious areas. The site currently drains to the south. There is minimal landscaping currently on-site, including four ficus trees along Milpas Street.

The project site is designated Commercial/High Residential (28-36 du/ac) with a Priority Housing Overlay (37-63 du/ac) under the Average Unit Site Density (AUD) Program and is zoned C-2 Commercial. The Santa Barbara Junior High School property to the west is designated Institutional and is zoned M-1 Light Manufacturing. Properties directly to the north, east, and west are designated and zoned the same as the project site: designated commercial/high residential (28-36 du/ac) with a Priority Housing Overlay (37-63 du/ac) and zoned C-2 commercial.

10 E. Figueroa St., Ste. 1 • Santa Barbara, CA 93101
p: (805) 963-8283 • f: (805) 963-8184
www.rrmdesign.com

a California corporation • Lenny Grant, Architect C26973 • Jerry Michael, PE 36895, LS 6276 • Jeff Ferber, LA 2844

Exhibit B



PROJECT DESCRIPTION

The applicant is seeking the approval of a four-story, mixed-use project under the Average Unit Density Size (AUD) Ordinance. The project consists of 73 residential apartment units and 6,656 net sf of retail space. Total on-site development would be 80,309 sf gross floor area.

The retail component is located on the ground floor and includes a 6,656 net sf retail space fronting on Milpas Street and Ortega Street. The residential component will be a mix of one- and two-bedroom units. The residential units will be located on four floors.

As permitted under the AUD Ordinance, the site can be developed at a density of 37 to 63 dwelling units per acre (or 57 to 97 units for the 1.54-acre site). The project density is 48 units per acre which conforms to the AUD Ordinance density requirements. A breakdown of the unit types and sizes is provided below:

Unit Type	Number of Units	Unit Size (sf net)	Total (sf net)
A: 2 bed/2 bath	32	797	25,200
B: 1 bed/1 bath	28	604	15,518
C: 2 bed/1 bath	9	741	6,667
D: 1 bed/1 bath (alt corner)	4	618	2,472
Total	73	Average Size = 690	49,857

The AUD Ordinance specifies the allowable average unit size depending on density. For a density of 47 du/ac under the Priority Housing Overlay, the maximum average unit size is 970 sf. The proposed average unit size is 700 sf which is well below the allowed AUD Ordinance unit size.

Setbacks

The project will comply with all of the required setbacks under the AUD Ordinance. The front setback ranges between 8 ft 3 in and 2 ft 5 in. The proposed setback exceeds the minimum average 5 ft setback. No side or rear setbacks are required by code, but the building is separated from the north, south, and west property lines by parking and landscaping buffers.

Parking – Vehicle – Requested Modification

Parking will be provided in a mix of open on-grade and tuck-under parking. One space per residential unit is required, and the project includes 73 vehicle spaces. The City of Santa Barbara Standards for Parking Design allows for 30 percent of spaces to be compact, so that 26 spaces out of the total 93 spaces will be included. The City's Code currently requires one space per



250 sf of commercial space. However, the applicant is seeking to modify the parking requirements to allow less than one vehicle space per 250 sf of commercial space based on a parking demand survey prepared by Associated Transportation Engineers in July 2015. The survey found that one space per 333 sf of commercial space was appropriate for the proposed commercial uses and the Milpas corridor. Consistent with this parking ratio, the project includes 21 commercial vehicle spaces and 1 loading space. Please see attached ATE Parking Demand Study.

The applicant and design team met with City staff on February 17, 2016, to review and discuss the reconfiguration of the short section of Ortega Street, adjacent to the project site, which ends at the westerly boundary of the junior high school property. Staff responded favorably to the proposed configuration that includes 13 ninety-degree parking spaces on the project site for use by customers of the retail space, as well as the public, and an additional 11 spaces on the south side of Ortega Street that will be available for public uses. This portion of Ortega Street would be designed to operate like a parking lot rather than an extension of a public street, which is consistent with one of the options provided by staff in the PRT letter dated December 22, 2016.

Parking - Bicycle

The 73 required residential bicycle parking is provided in a private, residential parking room located adjacent to the proposed tuck-under vehicular parking. These facilities will be secured and accessible by residents only. The required commercial bicycle parking will be uncovered and located at the corner of the project site at the Milpas Street and Ortega Street intersection. There will be four commercial public bicycle spaces meeting the code requirement to have one space per seven vehicular spaces for commercial. There will be 77 bicycle parking spaces total on-site.

Building Height

The proposed building is a mix of three and four stories. The three story portions of the structure front Milpas and Ortega Streets. The fourth story is tucked back into the northwest corner of the building which minimizes its visibility from the street. The building is in compliance with the 45 ft maximum height limit, with a 44 ft fourth floor plate height.

Common Outdoor Living Space

The project complies with the Common Outdoor Living Space Method. A 6,710 sf courtyard is located at the center of the ground level and the 20 ft x 20 ft area requirement is met within this courtyard. The total ground level open space area is 11,408 sf. In addition, a 2,987 sf roof



deck will be provided over the third story. Overall, the project exceeds the 15 percent required open space by providing a total of 21.4 percent of the site area in open space. (See site plan.)

In addition, the project includes a private patio for first floor units and private balconies for all upper floor units. Each patio and balcony is approximately 58 sf.

Landscaping

As shown on the landscape plan, the courtyard has been designed to create a peaceful space that includes natural stone features and drought tolerant plantings. Landscaping is also located throughout the site and along the street frontages, as shown on the attached site plan. The proposed plant materials include, but are not limited to: tangelos, royal purple smoke tree, jacaranda New Zealand Christmas tree, Mexican snowball, rose, lilac verbena, agave, kangaroo paw, prairie fire sedge, flax, and bush lily.

In addition, as shown on the landscape plan, the existing ficus trees in the public right-of-way on Milpas would be removed and would be replaced with melaleuca stypheloides tress, the approved street tree for Milpas.

Grading/Drainage

The site is generally level but will be graded to ensure that stormwater is directed to Ortega Street and Milpas Street or to the existing storm drain adjacent to the western property boundary. The grading will include 1,030 cu yd of cut and 1,080 cu yd of fill. Underground detention will be employed, as needed, under the driveway and parking areas. Permeable paving will be utilized, as required to meet stormwater management requirements. A Stormwater Control Plan has been prepared for the project and is included in this application.

It should be noted that the proposed project is in a flood zone. RRM has determined that it would be infeasible to raise the finish ground floor above the Base Flood Elevation and maintain an accessible path of travel from Milpas and Ortega. Therefore, the project will be designed with flood proofing at the ground floor. This will allow for the standard ground level connectivity with the sidewalks along the street frontage.

Sustainability

We are aware that the City is eager to encourage the incorporation of "green" materials or techniques into projects in the community. Both RRM and our clients are committed to incorporating "green" building principles to the greatest extent feasible. The project will be designed to accommodate future solar panels if installed in the future.



JUSTIFICATION FOR THE PROJECT

The proposed project would remove the existing commercial and warehouse buildings and two residential apartments, and replace them with a mixed-use building that includes 73 residential rental units and 6,656 sf of new commercial space. This will increase the total number of rental units available in the community, a key objective of the AUD Ordinance and will further enhance the Milpas Street corridor.

We look forward to meeting with staff to review this project. Please do not hesitate to contact me if you have any questions at (805) 963-8283 ext. 520.

Sincerely,

RRM DESIGN GROUP

Lisa Plowman
Planning Manager

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING**3. 701 N MILPAS ST****C-2 Zone****(4:45)**

Assessor's Parcel Number: 031-121-014
Application Number: MST2015-00561
Owner: 711 N Milpas, LLC
Applicant: RRM Design Group

(Proposal for a new four-story, 57,721 square foot mixed-use development to be reviewed under the Average Unit Density Incentive Program [AUD]. Two existing residential units and commercial buildings totaling 33,000 square feet will be demolished. A total of 6,656 square feet of non-residential use is proposed as well as 51,065 square feet of residential use in 73 units. The unit mix will consist of 32 two-bedroom, two-bath units, 32 one-bedroom, one-bath units, and nine two-bedroom, one-bath units. A total of 100 parking spaces are required, with 94 proposed. There would be 77 bicycle parking spaces. The average unit size will be 700 square feet, of that the maximum allowed is 970 square feet. This 69,610 square foot site encompasses eight parcels which will be merged, with a General Plan Land Use designation of Commercial/High Residential of 28-36 dwelling units per acre in the Priority Housing Overlay District. Planning Commission review is requested for a zoning modification to provide less than the required parking as well as concept review under AUD.)

(Comments only; requires Environmental Assessment and Planning Commission review.)

Actual time: 4:56 p.m.

Present: Detlev Peikert and Lisa Plowman, Architects; and Robert Bleecker, Owner.

Public comment opened at 5:17 p.m. As no one wished to speak, public comment was closed.

An email of concerns from Kellam de Forest regarding impacts to mountain views, and the proposed height, bulk, and massing of the building, and an email of concerns from Rachel Arriaga regarding parking density for the neighborhood, were both acknowledged.

Public comment closed at 5:18 p.m.

Motion: Continued indefinitely Planning Commission for return to Full Board with comments:

- 1) The Board finds the proposed size, mass, bulk, and scale, and orientation toward the street acceptable.
- 2) The Board finds the proposed modification is aesthetically appropriate and does not pose consistency issues with the ABR design guidelines or required findings.
- 3) Two Board members felt that the overall length along Milpas Street could be broken up by providing different stylistic elements to portions of the building.
- 4) **The Board has reviewed the proposed project and the Compatibility Analysis criteria (SBMC 22.22.145.B. and 22.68.045.B.) were generally met as follows:**
 - a. **Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines:** The Board made the finding that the proposed development project's design complies with all City Regulations and is consistent with ABR Design Guidelines.
 - b. **Compatible with Architectural Character of City and Neighborhood.** The proposed design of the proposed development is compatible with the distinctive architectural character of the Santa Barbara and of the particular neighborhood surrounding the project.

- c. **Appropriate size, mass, bulk, height, and scale.** The proposed development's size, mass, bulk, height, and scale are appropriate for its neighborhood.
- d. **Sensitive to Adjacent Landmarks and Historic Resources.** The design of the proposed development is appropriately sensitive to adjacent City Landmark/designated historic resources, historic sites or natural features and mitigation measures are adequate to reduce adverse impacts where applicable.
- e. **Public View of the Ocean and Mountains.** The design of the proposed project responds appropriately to established scenic public vistas.
- f. **Appropriate Amount of Open Space and Landscaping.** The project's design

ACTUAL TIME: 3:07 P.M.

RECUSALS: To avoid any actual or perceived conflict of interest, Commissioner Campanella recused himself from hearing the following item due to having been involved with reviewing the feasibility of the site at a public charrette prior to becoming a Planning Commissioner. He left the dais at 2:59 P.M. and did not return to the dais after the hearing recess.

B. APPLICATION OF LISA PLOWMAN, RRM DESIGN GROUP FOR 711 MILPAS STREET LLC, 711 NORTH MILPAS STREET, APN 031-121-011, -014, -016, -017, -019, -021, -022, -024, C-2 COMMERCIAL ZONE, GENERAL PLAN DESIGNATION: COMMERCIAL/HIGH DENSITY RESIDENTIAL/PRIORITY HOUSING OVERLAY 37-63 DU/AC (MST2015-00561)

Conceptual review of a proposal to construct a new four-story, 80,309 square foot mixed-use development under the Average Unit-Size Density (AUD) Incentive Program on 1.54 acres at the corner of Milpas and Ortega Streets. Two existing 665-square foot residential units and 26,927 square feet of existing commercial retail and warehouse space would be demolished. A total of 6,656 square feet of commercial floor area is proposed as well as 51,065 square feet of residential use in 73 units. The unit mix would consist of 32 two-bedroom units; 32 one-bedroom units; and 9 two-bedroom units. The average unit size would be 700 square feet, below the 970 square feet average allowable for the 1.54 acre project. The site is currently divided into 7 lots which are proposed to be merged into a single lot.

A total of 100 parking spaces and 15 bicycle parking spaces would be required under the Zoning Ordinance, 94 parking spaces and 77 bicycle parking spaces are proposed. A parking modification to provide less than the required parking spaces would be required to be reviewed by the Staff Hearing Officer at a later date.

This project requires Planning Commission Conceptual Review because the lot size is more than 15,000 square feet and the project is being proposed under the AUD Incentive Program Priority Housing Overlay. The purpose of this hearing is for Planning Commission and the public to review the proposed project design and provide the applicant, staff, and the Architectural Board of Review (ABR) with comments on the proposed improvements, design, and General Plan consistency (SBMC §28.20.080).

The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.**

Contact: Andrew Bermond, AICP, Project Planner

Email: ABermond@SantaBarbaraCA.gov Phone: (805) 564-5470, ext. 4549

Andrew Bermond, AICP, Project Planner, gave the Staff presentation. Rob Dayton, Principal Transportation Planner, was available to answer any of the Commission's questions.

Alan Bleecker, Owner/Applicant, provided introductory remarks. Detty Peikert and Lisa Plowman, RRM Design Group, gave the Applicant presentation.

Chair Pujo opened the public hearing at 3:51 P.M.

The following people spoke in opposition to the project or with concerns:

1. Leslie Colasse was unable to remain at the hearing and submitted her comments to be read into the record by Ms. Gularte. She is supportive of the Average Unit Density (AUD) ordinance, but is concerned that this project does not exhibit deference to its context or pedestrians. Unlike other commercial corridors in the city, the Milpas Corridor does not have any guidelines that provide project applicants or the ABR direction. The East side deserves architecture that is compatible with existing architecture that includes Spanish Colonial Revival architecture. Asked that clear comments and direction be given to the ABR and future applicants as to what is expected in this area and that an effort be made to developing a document of guidelines.
2. Charles Dimauro, Chaz Sportswear, East Ortega Street business owner, directly across from construction site, stated that construction and activity on Ortega Street will impact his business by impacting deliveries. The project is larger than it was thought to be. Any blockage of Ortega Street presents major losses to the local businesses and would impact his business and others. Disappointed that new landscaping would be allowed during a
3. Don Scott, owns neighboring DeAlphonso building, submitted a letter from nine Ortega street neighboring businesses and is concerned with essential access for deliveries, especially if driveways are narrowed. Parking will become a competitive issue. The projects reduced parking will come at the expense of neighboring businesses. Remaining on-street parking will need to be metered so as not to become monopolized by project's tenants. Perhaps parking permits could be issued to the businesses. Recently, the city's Public works department was working on the Milpast/Ortega Street sewer line and stated that it is a problem with backing up. This raises the concern for adding 80 additional toilets to the sewer line.
4. Herman Pfauter owns a neighboring building on Ortega Street that houses WWII military trucks and vehicles and is concerned with access to his building and being able to move the WWII vintage vehicles and trucks in and out of his building with the proposed public improvements to Ortega Street. These vehicles do not have power steering and would be impacted by narrowing of the street. Concurred with the concern of water usage that would be brought by the project during construction and when built. The scale of the

project is too big for this area. Asked for consideration of parking permits to share the on-street parking.

5. Sebastian Aldana, eastside resident, is concerned with intersection at Milpas and Ortega Street and referenced a fatality that resulted in flashing beacon light. With this project, he would like to see a signal light at this intersection and pedestrian crossing markings across Milpas on both sides of the intersection, not just the one side that exists today. He would like to see a study done to support the addition of the signal.

With no one else wishing to speak, the public hearing was closed at 4:06 P.M.

Commissioner's comments:

Commissioner Thompson:

- Asked that Staff take another look at sewage capacity on Milpas and Ortega.
- The proposed project meets the needs and outlines of the AUD program. Design as proposed strikes a balance between potential density that could be allowed, the size of the units, the size of the overall structure, and parking.
- Much of the block of Milpas Street is ripe for some sort of improvement.
- Proposed parking spaces on Ortega Street are a good idea for capturing more public parking to what is now a non-functioning street.
- The new commercial parking spaces on the north side of the street with the parking on the south side of the street are an improvement over the seven that are there now.
- The size of the project does achieve a good balance. Agrees with the ABR comment about breaking down some of the massing of the building on the Milpas Street frontage. The scale appears to be human scale.
- Supports the parking and setback modification requested.

Commissioner Schwartz:

- Asked the Applicant to make sure that with whatever design is chosen, that there is an accounting of the vehicles used by neighboring business to remain viable to their business.
- Concerned with water use.
- Under Land Use Element of the General Plan this is appropriate use of the land for the AUD project. Is concerned with the project enhancing community character with this particular design.
- Would like to see a creative way to not make the design so it is not too looming over Milpas Street. She is concerned that this could be precedent setting on Milpas Street with the size and bulk. This design is more compatible on the Haley/Gutierrez corridor. Needs softening on Milpas Street side, perhaps through the color palette.

- With regard to the Housing Element, she can only be hopeful that the size of the units, the interior design, and parking allowances drive the kinds of tenants and rent that are desired under the AUD program.
- With regard to the Environmental Resources Element, she is concerned with the impact to the view from Santa Barbara High School to the back of this project and to the back of the mountains.
- Skeptical about the parking modification. This is a highly constrained, congested, multi-use area of Milpas Street. She is not sure if we should pare parking back, whether it is commercial or residential.
- Referenced the ABR findings in the Staff Report, Page 6, *Compatible with Architectural Character of City and Neighborhood*, stating that more design work is needed, reviewing the palate and breaking the massing is needed to support the compatibility with the neighborhood.
- Also on Page 6, *Sensitivity to Adjacent Landmarks and Historic Resources*, she stated that we are not quite there on meeting sensitivity.
- On Page 6 of the Staff Report, *Public View of the Ocean and Mountains*, she is still concerned with losing the view shed from Santa Barbara Junior High to this property and from this property to the mountains..
- The public improvements proposed are long overdue on Milpas Street. This project will accomplish this and bring many needed improvements to Milpas Street and to Ortega Street.
- On Ortega Street, she requested that Staff and the Applicant please work closely with neighboring businesses whose front door is Ortega Street.
- Regarding landscaping, she cannot emphasize enough the importance about being careful with landscaping in the interior courtyard. There is not much light and we are still in a drought. Suggested something nice but sparse.
- Not inclined to hold up the project on the modifications requested.
- In the nexus between the commercial uses and the commercial parking spaces modification from 27 spaces to 21 spaces, she had hoped to see in the retail area a café that would have street space with tables that could liven up the block and possibly reduce crime. Lighting and human activity are known to reduce crime.

Commissioner Lodge:

- The Project is consistent with the General Plan and with the AUD program. This is an ideal location of this program.
- With regard to Parking and Modifications, suggested that the Ortega Street neighbors think of the public improvements as similar to being on a strip mall where you will end up with more parking in front of your door than you have now.
- In terms of the number of parking spaces, there is a quarter of the amount of retail space proposed as currently exists, so there would be less traffic coming to the businesses.

- Appreciates the results and setbacks from the interior property lines, the courtyard, and the result of much more livable units.
- Agrees with comments made about architectural design. The elevations on the back and on the side shown on the plans are much harsher than the Ortega and Milpas Street elevations.
- Agrees with Leslie Colasse that “the east side deserves projects whose architecture is compatible with the amazing buildings that it is home to”. The ABR is charged with having buildings that are compatible with Santa Barbara’s historic heritage and she would like to see this reflected in the design. This does not mean it has to be Spanish Style architecture. It can add some elements.

Commissioner Jordan:

- Would be happy with a motion that says the project is on the right track, is consistent with the general plan; the public improvements are great; and the parking and setback modifications are appropriate, with added caveats.
- Agrees with comments made on the backside of building and view from Santa Barbara Junior High School. He was concerned with the contrast and suggested paint color treatment or something that takes away the white look.
- Appreciates that the project’ architecture is different and allows for the architecture of the Santa Barbara Junior High School to be more appreciated.
- The design on the front screams walkability. It has huge sidewalk improvements. The project says “walk by me”, “look inside me”. It has great improvements.
- The location, scope, and design are perfect for the location.
- Likes the bedroom mix and the absence of three bedroom units.
- Likes the way the 4th floor is at the back end and not the front end.
- Encourages the Applicant to take the AUV survey on the program.
- Likes the street balconies. They engage with Milpas Street rather than show an apartment front.
- Likes the roof decking. It brings an internal engagement for residents.
- Great number of bike parking and a secure bike area.
- The project will make Milpas Street a much more intimate experience. Right now it is eclectic and just a corridor. A design like this slows people down whether they are walking or driving and will bring a pleasant change.
- On the right track. The only negative comment is to look at the backside of building, the white parts, and blend them more to the mountain scape in the back.

Commissioner Higgins:

- Loves the project and loves the vision of locating this AUD project to Milpas in a transit corridor.

- Concerned with the General Plan consistency with regard to Environmental Resources Element and Visual Resource protection.
- Comfortable sending back to ABR to study the views from of Ortega Park, the Santa Barbara Junior High campus, and Canon Perdido to learn what visual resources of the mountains will be blocked. These were not seen today.
- Regarding parking, he can support the parking modification but wondered if anyone has done a study on whether people renting these units on Milpas Street, or elsewhere, have only one car.
- Would like to see the AUD program continue.
- Encourages tandem, lifts, or shared parking. Investigate residential permit parking or limiting commercial parking to a time limit. He senses that there will be people with two cars in this project and wonders where they will go.
- He is fine with public improvements. Not picking up 12 spaces on Ortega, more like only 6 or 7 parking spaces, but still an improvement.
- Would like to see some of the mountain views brought back.
- With regard to noise, there is a land use conflict. There was no noise study done on the project with ambient noise contours on Milpas Street. Encourages whatever additional mitigation possible to reduce noise impact be done, such as with smaller windows or less windows.

Commissioner Pujo:

- Agrees with the public comment speaker that we are lacking guidelines for Milpas Street. This example presents that issue. As we look to redevelopment, this is a good time start thinking of what we want on the Milpas corridor.
- Finds the project consistent with the General Plan in terms of the Housing Element and the AUD policies and direction.
- Finds the public improvements to be acceptable, particularly the Ortega St. improvements.
- She can support the Parking and Setback Modifications, given the number of units and the standards of the AUD program and the need for the modification because of the Ortega Street right-of-way changes.
- If there is to be a condition about restricting more intensive uses, like restaurant uses, as a condition of the project overall, she wondered if within the suggestion by Commissioner Higgins of a parking management plan if there would be a more intensive use proposed, like an outdoor café as suggested by Commissioner Schwartz, could the condition be flexible to include a parking management program that would to relook what the parking need is and come up with another option other than additional parking spaces. She is supportive of the parking and modifications.
- When looking at the size, bulk, and scale, she could not find that both the project is consistent with the Land Use Element and Environmental Resources Element policies with the direction of enhancing the community

character and protecting views of the mountains, particularly the junior high school.

- A good fit with what is on Milpas Street is still important, even though we are trying to accomplish adding smaller residential units. She does not have any issue with the verticality of the project. The stepped back 4th story works with the caveat of having a view analysis from the junior high school. Her concern is similar to what was said by the ABR with the horizontal scale and bulk of the structure. Thought some attempt has been made to address it, it has not gone far enough to capture the connectivity and reflection of the character of the Milpas corridor. This is more with the horizontal dimension than the vertical dimension. Size and the bulk really comes across when you look at the horizontal scale.
- Would like to see how far the project can go to actually accomplish something that would be more of separate or several buildings with their own identity or as close as you can come to it. Otherwise, this is a big character change for Milpas.

MOTION: Higgins/Thompson

The Planning Commission moves to refer the following comments to the Architectural Board of Review (ABR):

- The project is generally consistent with the General Plan. Asked that the ABR study the views from the Santa Barbara Junior High School campus and Canon Perdido. Also, further consideration of the General Plan Land Use Element regarding community character, as referenced in Page 4 of the Staff Report dated April 7, 2016.
- The size bulk and scale are appropriate.
- The public improvements are appropriate. Asked for sensitivity to the Ortega Street property owners when Ortega Street public improvements are made.
- The Parking and Setback Modifications are appropriate with comment that if the Applicant can pick up parking spaces without a modification or that there is a parking management study that convinces staff that there will be adequate parking onsite, and the Applicant need not live with a condition to restrict further retail uses.

This motion carried by the following vote:

Ayes: 4 Noes: 2 (Pujo, Schwartz) Abstain: 0 Absent: 1 (Campanella)

MOTION: Schwartz/Lodge

The Planning Commission asks that the Architectural Board of Review, in deliberation of this project, further study and refine the bulk and design of the current project, including the color pallet and breaking up some of the façade.

This motion failed by the following vote:

Ayes: 3 Noes: 3 (Thompson, Jordan, Higgins) Abstain: 0 Absent: 1 (Campanella)



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July 14, 2015

15051L02

Alan Bleeker, Owner
711 North Milpas Street LLC
711 North Milpas Street
Santa Barbara, CA 93103

PARKING DEMAND STUDY FOR THE CAPITOL HARDWARE MIXED-USE PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following parking demand study for the Capitol Hardware Mixed-Use Project, proposed in the City of Santa Barbara. The study presents the results of the parking surveys that were conducted along the Milpas Street corridor in order to develop peak parking demand rates for the commercial component of the proposed project.

PROJECT DESCRIPTION

The project site is located at the northwest corner of the Milpas Street/Ortega Street intersection. The project is proposing to replace the existing Capitol Hardware store with 70 apartment units, 6,750 SF of commercial space, and 1,400 SF of warehouse space. Access to the site will be provided via a driveway connection to Milpas Street and a driveway connection to Ortega Street. A total of 87 parking spaces are proposed on-site and an additional 12 public parking spaces will be installed on Ortega Street adjacent to the site. Figure 1 (attached) presents the project site plan.

PARKING DEMAND ANALYSIS

ATE conducted parking demand surveys at several commercial sites, including the existing Capitol Hardware site, to develop peak parking demand rates for commercial uses along the Milpas Street corridor. The surveyed sites are listed below:

- 711 Milpas Street – Capitol Hardware (Project Site)
- 833 Milpas Street – Mi Fiesta Liquor Store/Aggressive Soccer
- 700 Milpas Street – Alpha Thrift Store
- 621 Milpas Street – Santa Barbara Plumbing Supply
- 305 Milpas Street – Auto Zone
- 436 Milpas Street – O'Reilly Auto Parts
- 21 Milpas Street – Sherwin Williams/Little Caesars/H & R Block

The surveys were conducted hourly from 8:00 A.M. to 6:00 P.M. on one weekday and on a Saturday (survey data attached for reference). Peak demand rates were developed based on the peak observed parking demand at each site and the existing building square footage information that was obtained from the City Assessor's office.

Table 1 presents the peak weekday and weekend demand rates for the existing Capitol Hardware site. It is noted that the existing site contains warehouse square footage that does not generate parking demands. The rates developed for the existing site were therefore developed using only the commercial building square footage.

Table 1
Peak Parking Demand Rates – Capitol Hardware Site

Site	Size (a)	Weekday		Weekend	
		Peak Demand	Demand Rate	Peak Demand	Demand Rate
Capitol Hardware	8,000 SF	20 Vehicles	2.50 spaces/KSF	11 Vehicles	1.38 spaces/KSF

(a) Includes commercial SF only; Warehouse not included.

The data presented in Table 1 indicates that the peak parking demand observed at the existing Capitol Hardware site was 20 vehicles during the weekday survey period. The peak parking demand for the existing site was calculated to be 2.50 spaces per 1,000 SF of commercial building space.

Table 2 presents the peak observed parking demands and calculated demand rates for the other surveyed sites located along the Milpas Street corridor.

CAPITAL HARDWARE MIXED-USE PROJECT (#15051)
PARKING SURVEY - WEEKEND

DATE: SATURDAY - JUNE 13, 2015

TIME	Capital Hardware	
	SUPPLY: LOT	27 ON-STREET
8:00 AM	4	1
9:00 AM	8	0
10:00 AM	7	1
11:00 AM	9	2
12:00 PM	8	2
1:00 PM	2	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0

Bldg. KSF: 8.000
Peak Demand Rate: 1.38

Capital Hardware Rate: 11 /
Demand Rate w/o Capital: 86 /

Aggressive Soccer Mi Fiesta Liquor Store Riviera Rehearsal Studios	Alpha Thrift		SB Plumbing				O'Reilly Autoports Vacant Office Apartment Units				AutoZone		Sherwin-Williams H&R Block Little Caesars C & J Nail Salon Vacant Space			
	SUPPLY: LOT	14 ON-STREET	SUPPLY: LOT	11 ON-STREET	SUPPLY: LOT	20 ON-STREET	SUPPLY: LOT	37 ON-STREET	SUPPLY: LOT	26 ON-STREET	SUPPLY: LOT	16 ON-STREET				
	5	0	0	0	0	0	17	0	11	1	2	0				
	4	0	0	0	3	0	20	0	10	0	3	0				
	7	0	0	2	7	0	21	0	12	1	11	1				
	6	0	9	2	5	0	19	0	10	2	9	1				
	10	0	7	2	6	2	10	0	9	2	8	1				
	6	0	9	2	12	0	21	0	8	1	6	1				
	11	0	6	2	9	0	18	0	9	0	12	0				
	5	0	8	2	7	0	20	0	7	0	12	2				
	6	0	9	2	5	0	17	0	11	2	15	3				
	6	0	7	2	2	0	16	0	7	1	11	0				
	4	0	0	0	0	0	11	0	5	2	5	0				

8.165
1.35

6.200
1.77

11.607
1.03

7.943
2.64

4.176
3.11

8.648
2.08

spaces per KSF
spaces per KSF

1.38
1.84

8.000
46.739

CAPITAL HARDWARE MIXED-USE PROJECT (#15051)
PARKING SURVEY - WEEKDAY

DATE: THURSDAY - JUNE 18, 2015

TIME	Capital Hardware	
	SUPPLY: LOT	27 ON-STREET
8:00 AM	10	0
9:00 AM	11	0
10:00 AM	13	2
11:00 AM	13	3
12:00 PM	11	2
1:00 PM	13	2
2:00 PM	16	2
3:00 PM	18	2
4:00 PM	17	2
5:00 PM	15	2
6:00 PM	1	0

Bldg. KSF: 8.000
Peak Demand Rate: 2.50

Capital Hardware Rate: 20
Average Demand Rate: 87

Aggressive Soccer Fiesta Liquor Store Rehearsal Studios	Ml Alpha Thrift		SB Plumbing		O'Reilly Autoparts Vacant Office Apartment Units		AutoZone		Sherwin-Williams Black Ceasars Nail Salon Vacant Space		H&R Little C & J	
	SUPPLY: LOT	14 ON-STREET	SUPPLY: LOT	11 ON-STREET	SUPPLY: LOT	20 ON-STREET	SUPPLY: LOT	37 ON-STREET	SUPPLY: LOT	26 ON-STREET	SUPPLY: LOT	16 ON-STREET
	4	0	0	0	0	0	8	0	8	0	9	0
	1	0	0	0	0	0	6	0	6	0	8	0
	7	0	1	2	5	0	5	0	8	2	14	1
	6	0	6	2	5	0	15	0	7	2	12	1
	4	0	8	2	6	0	11	0	11	2	10	1
	6	0	7	2	12	0	12	0	10	0	17	1
	6	0	8	2	6	0	16	0	13	2	11	0
	6	0	8	2	6	0	18	0	10	1	8	1
	3	0	9	2	6	0	22	0	10	2	16	1
	9	0	6	2	4	0	17	0	12	1	8	0
	7	0	4	1	1	0	17	0	11	0	13	0

8.165
1.10

6.200
1.77

11.607
1.03

7.943
2.77

4.176
3.59

8.648
2.08

spaces per KSF
spaces per KSF

2.50
1.86

8.000
46.739

/

Table 2
Peak Parking Demand Rates – Milpas Street Commercial Sites

Site	Size	Weekday		Weekend	
		Peak Demand	Demand Rate	Peak Demand	Demand Rate
833 Milpas	8,165 SF	9	1.10 spaces/KSF	11	1.35 spaces/KSF
700 Milpas	6,200 SF	11	1.77 spaces/KSF	11	1.77 spaces/KSF
621 Milpas	11,607 SF	12	1.03 spaces/KSF	12	1.03 spaces/KSF
305 Milpas	4,176 SF	15	3.59 spaces/KSF	13	3.11 spaces/KSF
436 Milpas	7,943 SF	22	2.77 spaces/KSF	21	2.64 spaces/KSF
21 Milpas	8,648 SF	18	2.08 spaces/KSF	18	2.08 spaces/KSF
Total:	46,739 SF	87	1.86 spaces/KSF	86	1.84 spaces/KSF

The data presented in Table 2 show that the average peak weekday parking demand rate for the commercial uses along Milpas Street was calculated at 1.86 spaces per 1,000 SF and the average peak weekend rate is 1.84 spaces per 1,000 SF.

This concludes our summary of the Milpas Street parking surveys. We request that this information be shared with the City in order to determine the appropriate rates to use for the parking study being prepared for the project.

Associated Transportation Engineers



Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachment: Parking Survey Data

Cc: Lisa Plowman, RRM - Peikert Design Group